MANCHESTER

Proposed Area Redevelopment Plan

THE CITY OF CALGARY
PLANNING & TRANSPORTATION POLICY

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Manchester Area Redevelopment Plan

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EXECUTIVE SUMMARY

What is an Area Redevelopment Plan (ARP)?

Area Redevelopment Plans (ARPs) are planning documents that set out comprehensive programs of land use policies and other proposals that help guide the future of communities. An ARP supplements the Calgary Land Use Bylaw (2P80) by giving a local policy context and specific land use and development guidelines on which the Approving Authority can base its judgement when deciding on development proposals. While land use districts (zones) and their accompanying rules under the Land Use Bylaw apply uniformly throughout the City, an ARP provides a community perspective to the land use districts within a community. An ARP also provides guidance for the City Administration in undertaking actions and programs relating to a community.

The expected planning horizon of the Manchester Area Redevelopment Plan is 10-15 years. The planning period may vary however due to transportation infrastructure improvements, to general growth trends within the area or to certain specific land use changes and trends in Manchester. It is important therefore that an evaluation of the effectiveness of the Plan in meeting its objectives be undertaken when circumstances warrant.

Format of an ARP

The Area Redevelopment Plan is made up of the white pages only in this document. The white pages are adopted as a bylaw by City Council. Any changes to the policies included in the white pages require an amendment to the ARP bylaw with a public hearing and advertising requirements as set out in the Municipal Government Act. The blue pages that contain the background and supporting information have no legal status.

Implementation

It should be noted that municipal improvements recommended in this Plan are subject to the City's capital budget and approval process.

The Area Redevelopment Plan in Summary

The ARP recommends:

1. The development of a portion of the Manchester that is bounded by 55 Avenue in the north, by the north-south lane between 1A and 2 Streets in the east, by the south property line of Chinook Place Apartments and of the four vacant lots on the south side of 57 Avenue between 2 and 3 Streets, and by 3 Street in the west as a residential community that can be protected from traffic noise on Macleod Trail and buffered from industrial noise impacts;

2. Uses including apartments, grocery stores, home occupations - Class I & II, offices, personal service businesses, retail stores, restaurants/drinking establishments, stacked townhouses, and townhouses;

3. Apartment-hotels as an additional use for the south portion of the former Manchester School site;

4. A minimum density of 148 units per hectare (60 units per acre) except for sites 4000 square metres (or 1 acre in size) and larger which will have a minimum density of 321 units per hectare (130 units per acre);

5. Parking relaxations for apartments and townhouses that are 37.16 square metres (400 square feet) or less to encourage affordable housing. A maximum of 25% of the units (50% for the south portion of the former Manchester School site) may be granted this relaxation.

6. Commercial uses in a residential building being a maximum of 75 square metres (807 square feet) to encourage small commercial uses that cater to local pedestrian traffic;

7. The development of 2 Street SW and portions of 57 and 58 Avenues as an enhanced pedestrian area;

8. The landscaping and tree planting requirements of the Land Use Bylaw not be relaxed in exchange for vehicular parking to encourage the regular upgrading and maintenance of landscaping on the enhanced pedestrian areas (2 Street and 57 Avenue), Macleod Trail and 58 Avenue;

9. Phase 1 environmental site assessments may be required for all land use redesignation and development permit applications to address the concern about site contamination from adjoining industrial properties;
10. The retention of the existing PE site for park use; and
11. No land use policy change for the industrial area.

1.0 AREA REDEVELOPMENT PLAN

1.1 Boundaries

The Manchester study area is approximately 30 gross hectares/74 gross acres and is located in south central Calgary (Map 1). It is bounded in the west by Macleod Trail and automotive services, restaurants, motels and hotels. It is bounded in the north by 50 Avenue SW, an electrical substation and a temporary recreational use. It is bounded in the east by the LRT and CPR tracks and industrial uses. It is bounded in the south by 58 Avenue SW, office and local commercial uses.

1.2 The Overall Goals

To achieve the goals of Calgary's Municipal Development Plan, the ARP recommends:

1. Establishing a vital residential community with local commercial uses that are compatible with the existing adjacent general light industrial uses and that can function within the existing transportation system,
2. Providing accommodation close to employment opportunities, and
3. Protecting existing industrial uses from residential encroachment.

Manchester Area Redevelopment Plan

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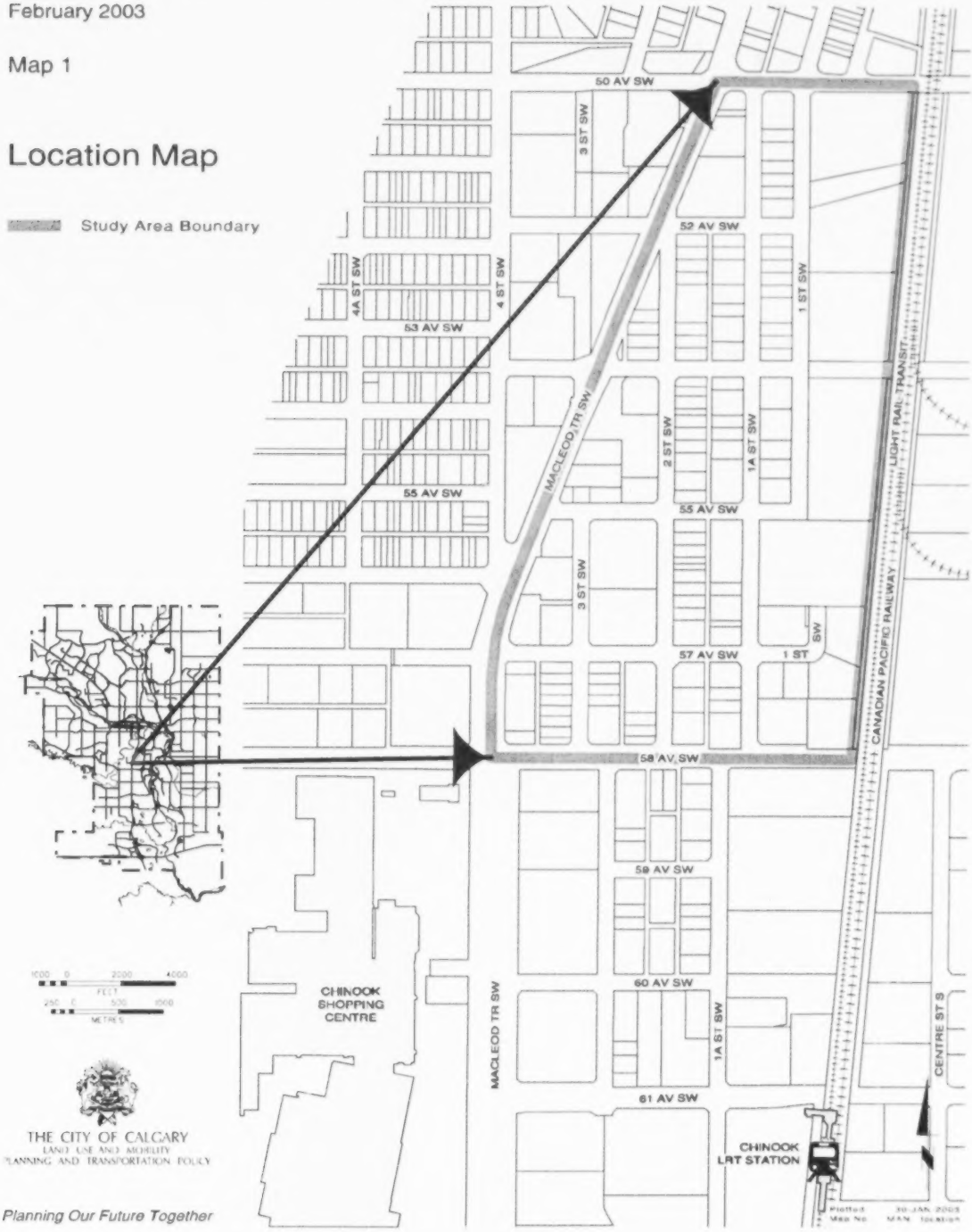
Map 1

Location Map

Study Area Boundary



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Area Redevelopment Plan

1.3 Transportation

1.3.1 Context

The study area is bounded by high traffic arterial roadways Macleod Trail in the west and 58 Avenue in the south. The intersection of Macleod Trail and 58 Avenue is currently operating at what is considered to be "at capacity". Consequently, full development of the Manchester area for commercial or industrial land uses is not recommended, as such developments would further worsen the existing traffic capacity problems.

While intensive commercial and industrial development is constrained, residential land uses can take advantage of capacities available through reverse traffic flows in the surrounding road network.

The need for a traffic signal at Macleod Trail and 53 Avenue was identified during the preparation of this ARP. The undesirable consequence of installing a traffic signal at that location is the potential for shortcutting traffic east of Macleod Trail between Macleod Trail and 58 Avenue and west of Macleod Trail into the Windsor Park community.

1.3.2 Objectives

The transportation policies are based on the following objectives:

1. To define the function and hierarchy of roads in the community,
2. To provide for a safe and efficient circulation system by ensuring reasonable access to and from the community.
3. To ensure that new development within the community will address the transportation constraints.

Manchester Area Redevelopment Plan

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Map 2

Transportation

- Study Area Boundary
- Existing Bus Route
- 10 Existing Bus Route Number
- Existing Traffic Signal
- Future Traffic Signal
- Major Road
- On-Street Parking Restriction (One Side Only)
- Enhanced Pedestrian Area

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1.3.3 Policies

1. In accordance with the Calgary Transportation System Bylaw, the roads in the community should retain their existing designations as follows:

   Major roads:

   - Macleod Trail,
   - 50 Avenue, and
   - 58 Avenue.

   There are no collector roads.

   The other roads in Manchester are local roads (Map 2).

2. To accommodate new development in the Manchester area, a new traffic signal may need to be installed at Macleod Trail and 53 Avenue SW.

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Map 3

Land Use Policy

- Study Area Boundary
- 600 metres from LRT
- Medium to High Density Residential
- Local Commercial & Live Work
- Local Commercial
- General Commercial
- Industrial
- Park
- Enhanced Pedestrian Area

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1.4 Residential Land Use

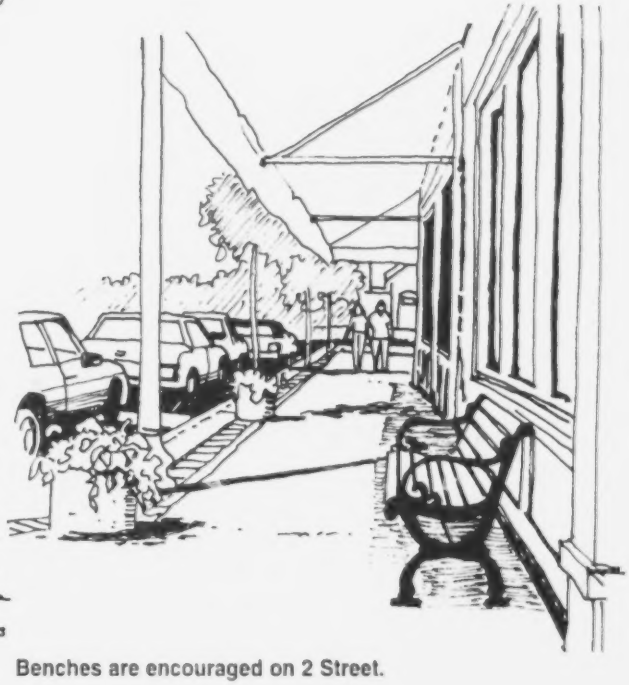
1.4.1 Context

A small residential area of approximately three gross hectares (eight gross acres) is proposed that would allow a variety of dwelling types with a range of medium to high densities that would replace the original low density residential dwellings. This small residential area is only a portion of the original Manchester community and includes the former Manchester School Site. This residential area would be protected from traffic noise by a wall of buildings with commercial uses on Macleod Trail and would be buffered from industrial noise by office development and park space on 1A Street SW (Map 3). Residents would be able to live close to employment opportunities. Existing industrial businesses would at the same time be protected from residential encroachment. This plan would support the conversion of the old Manchester School into residential units.

In considering the option of a long-term residential land use in Manchester, the stable nature of the 14-storey apartment built in 1982 and the continuing use of the older homes on 2 Street for residential purposes was taken into account.

The Former Manchester School Site

Suggestions
for the enhanced pedestrian area.



Benches are encouraged on 2 Street.

Open spaces in the side yards between apartments are encouraged.

1.4.2 Objectives

1. To encourage the development of a residential community in close proximity to the downtown and to Calgary's industrial areas;
2. To minimize the impacts of traffic noise and industrial noise on the residential community;
3. To support and encourage the development of affordable housing units where feasible; and
4. To improve the interface between residential and industrial uses.

1.4.3 Policies

1. A medium to high density residential community is proposed for a portion of Manchester bounded by 55 Avenue SW in the north, by the north-south lane between 1A and 2 Streets in the east, by the south property line of Chinook Place Apartments and of the four vacant lots in the south and by 3 Street in the west (Map 3).
2. Densities recommended for sites up to and including 4,000 square metres (43,057 square feet) range from a minimum of 148 units per hectare (60 units per acre) to a maximum of 321 units per hectare (130 units per acre). For sites over 4,000 square metres (43,057 square feet) densities recommended range from a minimum of 321 units per hectare (130 units per acre) to a maximum of 395 units per hectare (160 units per acre).
3. Uses allowed include apartments, apartment-hotels (south portion of the former Manchester School site), grocery stores, home occupations - Class I and II, offices, personal service businesses, retail stores, restaurants/drinking establishments, stacked townhouses and townhouses.
4. A key element in the revitalization of Manchester is the development of 2 Street SW between 52 and 58 Avenues and portions of 57 and 58 Avenues as an enhanced pedestrian area which encourages a building design that is sensitive to the pedestrian. Therefore wider sidewalks and street furniture are encouraged. Open spaces for private use in the sideyards between apartment buildings are also recommended. Vehicular access to properties on 2 Street SW between 52 and 58 Avenues and on 57 Avenue SW between 2 and 3 Streets should be minimized where possible.

5. Given the proximity of traffic noise from Macleod Trail and industrial noise, new residential developments should meet the Calgary Noise Bylaw regulations for outdoor amenity space and the indoor noise regulations found in the Road and Rail Noise Effects on Housing by the Central Mortgage and Housing Corporation.

6. Provision for bicycle parking, inside residential buildings, is encouraged at a ratio of 0.5 spaces per unit to a maximum of 75 stalls.

7. To encourage small affordable dwelling units, parking relaxations may be granted for apartments and townhouses that are 37.16 square metres (400 square feet) or less. A maximum of 25% of the units (50% for the south portion of the former Manchester School site) may be granted this relaxation.

8. To encourage small commercial uses that cater to local pedestrian traffic, commercial uses in a residential building shall have a maximum of 75 square metres (807 square feet).

9. The parking requirements for restaurants/drinking establishments and other commercial uses contained in Bylaw 2P80 may be reduced by 50%.

10. To support the enhanced pedestrian area on 2 Street and 57 Avenue, landscaping requirements of Bylaw 2P80 should not be relaxed for vehicular parking purposes".

1.4.4 Implementation

1. Crime Prevention through Environmental Design (CPTED) review should be carried out on all development permit applications.

2. See Section 1.8 in the Background and Supporting Information for residential redesignations arising from these policies.

3. Phase I Environmental Site Assessments may be required as part of all land use redesignation and development permit applications"

1.5 Commercial Land Use

1.5.1 Context

Commercial uses in Manchester range from general commercial uses on Macleod Trail and 58 Avenue SW, two-storey office development and the office conversion of older homes and some commercial uses in industrial buildings.

General Commercial Use

General Commercial Uses

Commercial uses on the east side of Macleod Trail and on the north side of 58 Avenue are allowed under the existing land use districts. Such developments can be built to a maximum height of 46 metres (150 feet) where C-3 zoning is in place, This area comprises approximately 9 gross hectares (23 gross acres). Redevelopment of these commercial uses however will be dependent on roadway capacity of the surrounding road network. These commercial buildings would protect this new residential community from traffic noises.

Local Commercial Uses

As discussed in the Transportation Section, transportation constraints will not allow extensive commercial redevelopment in the interior of the Manchester area. Consequently, a restriction on the types and the intensity of commercial uses in some areas is recommended.

One area is a two-block area of Manchester bounded by 52 Avenue in the north, a north south lane in the east, 55 Avenue in the south and 2 Street in the west. This area approximately 1.8 gross hectares/4.4 gross acres has been subject to a change in land use in recent years. While these two half blocks were originally developed as low density residential, some parcels have been the subject of land use redesignations to allow commercial uses. In fact three two-storey office buildings have been built on such parcels. Finally, two of the older homes have been converted to office and restaurant uses.

This area is situated across the lane from existing industrial uses and was identified as subject to higher than normal noise by an independent noise study. While in the past residential development across the lane from existing industrial has been considered acceptable, it is not recommended in Manchester because it cannot be protected from noise and other industrial impacts. Furthermore, these blocks have a poor front yard interface with the rear yards and a large, blank retaining wall of Macleod Trail commercial uses.

Recent Two Storey Office

Local commercial uses are recommended because they would not impact the existing industrial uses to the east. The conversion of the older homes into businesses, offices and live work is also a reasonable solution in the short term. This is consistent with the current demand for office in the Manchester area. The long term policy for these blocks may change to allow residential if the existing industrial uses are replaced with uses that are more compatible with residential.

Possible Local Commercial and Live-Work

1.5.2 Objectives

1. To provide opportunities for commercial development that would serve residents and workers in Manchester;
2. To establish the intensity and role of the commercial areas and to encourage commercial development that is compatible with the nature and scale of adjacent residential areas or within residential buildings;
3. To define the parameters of local commercial, regional commercial and office conversion policy areas; and
4. To prevent residential uses encroaching upon adjacent industrial areas.

1.5.3 Policies

1.5.3.1 General Commercial Policy

A general commercial land use policy is proposed for the east side of Macleod Trail and the north side of 58 Avenue SW (Map 3). Intensive redevelopment of these sites is encouraged provided there is transportation capacity. A transportation impact study shall be submitted with all land use amendment and development permit applications to demonstrate that there is available capacity on the adjacent road network. These sites are ideally situated for taking advantage of the high traffic volumes that are characteristic of Macleod Trail and 58 Avenue. Additionally, the intensive redevelopment of commercial uses on Macleod Trial and 58 Avenue over time

could act as an effective "buffer" that can protect residential land uses to the east from the negative impacts of high traffic volumes.

The landscaping and tree planting requirements of the Land Use Bylaw should not be relaxed in exchange for vehicular parking for commercial properties fronting on Macleod Trail and 58 Avenue.

1.5.3.2 Local Commercial and Live-Work Policies

5300 & 5500 Blocks - 2 Street SW

A policy allowing local commercial uses and the conversion of the existing older homes into businesses, offices and live-work is proposed for the two half blocks bounded by 52 Avenue in the north, the north-south lane between 1A and 2 Streets in the east, 55 Avenue in the south and 2 Street in the west.

Live work allows small-scale business owners/residents to live and work in their residence. A maximum of 50% of the total floor area of the dwelling may be used for business/ office purpose. Uses in live-work situations include music lessons, offices, direct sales of goods produced on site, seamstresses and hairdressers. This use also allows a non-illuminated fascia or projecting sign.

Live work does not allow outside storage, autobody, auto repair, paint and welding shops. Businesses that involve the storage of propane, flammable or combustible liquids are prohibited. Nuisances including electronic interference, dust, noise, odour, smoke, bright lights or anything of an offensive or objectionable nature, which is detectable to normal sensory perception outside the building, would be prohibited.

5320 - 2 Street SW

The long term preferred land use policy for 5302 - 2 Street SW is local commercial and live-work in the existing older dwelling units. The Plan however, acknowledges the previous Council decisions in 1980, 1982, the approved Land Use redesignation (134Z2000) of 2000 and the approved Development Permit (2000-3657) for a 13 storey 99 unit apartment on the site. The current development permit approval will expire in December 2003. It is therefore understood that the local commercial land use policy

Proposed

preference should not bind this site until after October 2004. If a new development permit for the 13 storey 99 unit apartment is not been applied for by October 21, 2004, Council may request the Administration to proceed with a city-initiated redesignation to change the land use to local commercial and live-work.

1.5.4 Implementation

1. See Section 1.8 in the Background and Supporting Information for commercial redesignations resulting from these policies.
2. Phase I Environmental Site Assessments may be required as part of all land use redesignation and development permit applications.

1.6 Industrial Land Use

1.6.1 Context

The industrial part of Manchester comprises approximately 15 gross hectares (36.5 gross acres). The industrial area is bounded by 50 Avenue in the north, the LRT and CPR railway in the east, 58 Avenue in the south and 1A Street and the north south lane between 1A and 2 Street in the west.

Existing Office Uses

Existing Industrial Uses

This portion of the study area also has transportation constrictions. More intensive industrial development is not recommended, as it would further worsen the existing traffic capacity problems on the adjacent transportation network.

Heavy equipment operators, auto body and paint shops, automotive speciality shops, warehouses, offices, small retail predominate this area. There are signs however, that increasing land prices due to the proximity of Manchester to the downtown, are making this area less desirable for some of the above industrial uses. Some of these industrial uses are being replaced with office development.

1.6.2 Objectives

1. To identify the future land use directions for the existing industrial lands in the study area.
2. To address the impacts of existing and future industrial development on adjacent residential lands.

1.6.3 Policies

1. A general light industrial and limited commercial policy is proposed for those sites utilizing the I-2 land use designation (Map 3).

1.6.4 Implementation

1. In situations where new industrial uses are to be located adjacent to residential uses, these new industrial developments should be encouraged to locate their buildings adjacent to the lane to minimize noise and other industrial impacts. This would allow the loading, storage and parking to be located in the front of the buildings and away from the residential uses.

2. Phase I environmental site assessments may be required as part of all land use redesignation and development permit applications.

1.7 Urban Design Policies

In general, urban design addresses the relationship between buildings, landscaping, streets, and park spaces to produce compatibility, attractiveness or livability between the physical environment and the people who will be using it. The urban design elements that relate to buildings, the treatment of the public spaces, and their relationship particularly to people, shall be considered both in all public and private developments in Manchester whether they are residential, commercial or industrial. These policies should particularly be applied along 2 Street SW, the enhanced pedestrian area.

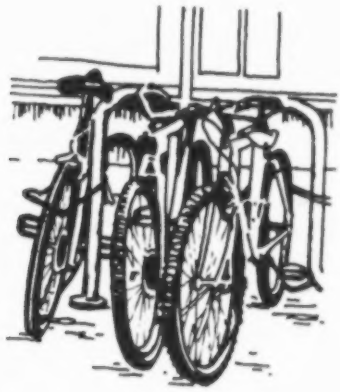
The recommended urban design principles are:

1. The design of new buildings should respect adjacent development in terms of massing, scale, proportion, façade articulation, materials and colour to create a unified streetscape.

2. Each development should establish a clear distinction between public and private spaces.

3. All buildings and primary entrances should be oriented to adjacent public streets to help define the streetscape, reinforce pedestrian activity and reinforce a sense of continuity. Main entrances should not be oriented to interior blocks or parking lots.

4. Developments should be designed to be transit-supportive, pedestrian-friendly and encourage cycling. The purpose being to reduce the dependence on the automobile.



5. Building setbacks are encouraged for wider sidewalks to encourage greater emphasis on pedestrian activities and that would allow benches and street furniture.
6. Weather protection for pedestrians such as canopies should be provided at street level whenever possible.
7. Special features such as trees, landscaping, light fixtures, street furniture, signage, banners, public art or other pedestrian-friendly elements are encouraged.
8. The pedestrian system, public and private spaces, and principle entrances to buildings should be designed to ensure accessibility for the disabled and the elderly.
9. The design of buildings, park spaces, pathways and parking areas should adhere to the principles of Crime Prevention Through Environmental Design (C.P.T.E.D.). Some of the keys principles are outlined below:
   - Encourage "eyes on the street" through the placement of windows, porches and balconies,
   - Avoid blank walls or landscaping that would not allow clear views from the street to public or private parks or parking areas, and
   - Provide adequate security lighting.

1.8 Parks

1.8.1 Context

The area's only school (a 1.24 ha parcel) has been closed since 1973. The playground portion of the site has an area of 0.56 ha. The City owns these lands. There is a City-owned park designated PE (0.49) in the study area, which was formerly occupied by a community association building. The building was removed in 2001.

1.8.2 Objectives

1. To provide an adequate amount of public parks and amenity space in the community.

1.8.3 Policies

1. The park space will be the existing PE site located on 1 Street SW. Additional park space could be made available through possible future roads closures.
2. A linear connection between 2 Street and the PE site is recommended.
3. A community garden would be an appropriate use on the PE site.

A Community Garden is Suggested for the Park Space

Existing Park

1.8.4 Implementation

1. A park development plan should be prepared after consultation with both existing residents and business people working in the area.
2. City staff should be made available to advise local residents and business people on developing the community garden.